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"Down North"

BUREAU OF THE

S.S. DISTRIBUTOR AT FORT WRIGLEY

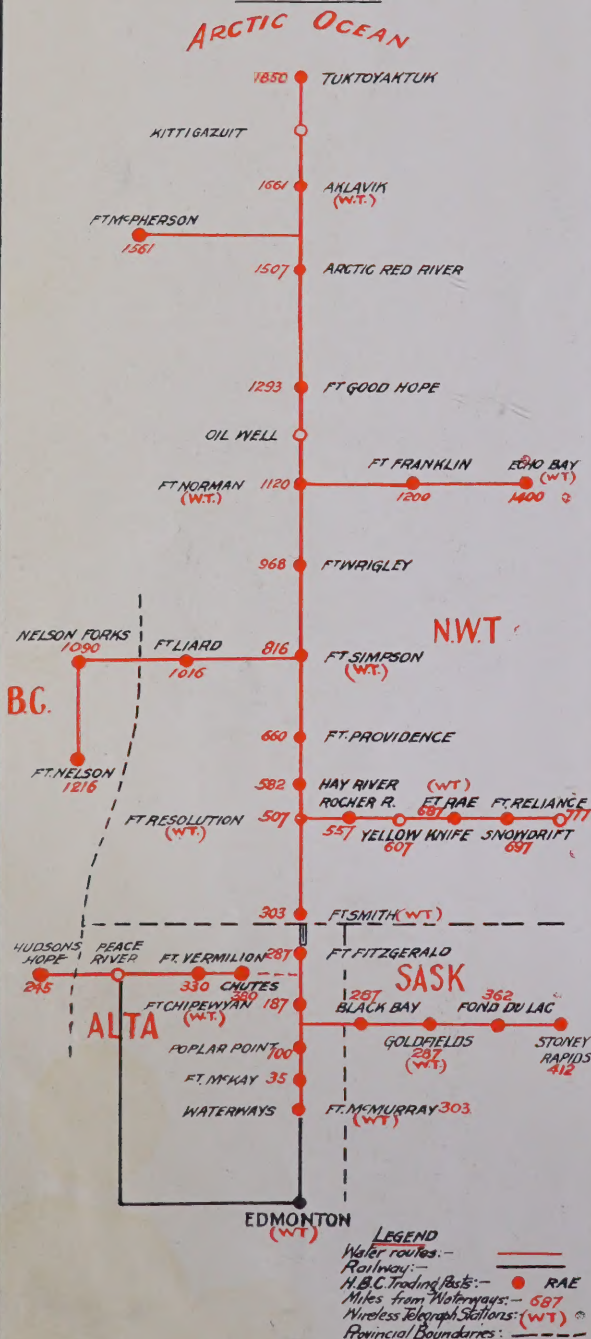
Hudson's Bay Company.
INCORPORATED 2ND MAY 1670

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POLAR PAM

Hudson's Bay Company.

INCORPORATED 2ND MAY 1870

MACKENZIE RIVER TRANSPORT



THE DISTRICT OF MACKENZIE

Fifty Years of Steam on the Mackenzie

This year marks the 50th anniversary of the first steamship to ply the waters of the Mackenzie River.

It was planned to build the S.S. Wrigley at Fort Smith in the Spring of 1885; but, owing to the outbreak of the Riel rebellion, construction was postponed until the following year. The vessel was completed in 1887, under the supervision of Capt. J. M. Smith, her first master. John Sutherland, who only retired last year after fifty-three years service with the Company, was for ten years her chief engineer. Prior to that he was employed in the construction of the S.S. Graham at Fort Chipewyan in 1883. Johnny Berens, who acted as pilot, is still in the service of the Company; having served successively in same capacity on S.S. Wrigley I and II, S.S. Mackenzie River and S.S. Distributor.

Historical

In June, 1789, a party embarked in four canoes from the southern shores of what today is called Lake Athabasca. The man in charge of the party was a young Scot, aged thirty-four, who had been sent by the North-West Company to build Fort Chipewyan on Lake Athabasca.

Indians had brought him stories of a wide and magnificent river which flowed into a great sea, and so the young man decided to take French leave from his post and explore this river to its outlet.

Six days of adventurous travel brought them to Great Slave Lake and, after some delay occasioned by ice, they at last stumbled on the outlet of the lake and found themselves on a river whose magnificence surpassed even the wildest dreams of the young Scot.

So it was that Alexander Mackenzie discovered the river which today bears his name.

In their frail canoes the little party travelled to the mouth of the river where whales were seen, and on an island, named by him Whale Island, Mackenzie wrote an account of his exploration.

The beginning of the nineteenth century saw a great interest in these Arctic regions. Samuel Hearne, an employee of the Hudson's Bay Company, had in 1771 travelled to the mouth of the Coppermine River, and in 1819 (Sir) John Franklin, R.N., was commissioned by the British Admiralty to explore the northern coast of America from the mouth of the Coppermine River to the eastward. By this time the value of the Mackenzie River as a transportation route to the North was fully appreciated and posts had been established along the river by both the Hudson's Bay and North-West Companies, and so it was natural that Franklin should decide to travel down the river on his journey to the Coppermine River.

Nearly twenty years later Thomas Simpson, a cousin of Sir George Simpson, made use of this route to the North when, in 1838-40, he furthered Franklin's discoveries of the Arctic coast.

Geographical Features

The Mackenzie River Basin is the largest in Canada and the second largest in North America, being exceeded by the Mississippi only. It embraces an area of 682,000 square miles, including the whole of northern Alberta, the northeast part of British Columbia, the northwest corner of Saskatchewan and parts of the Yukon Territory, as well as the heart of Mackenzie District itself. Of the three Districts comprising the Northwest Territories, the Mackenzie has been the scene of the greatest development undertakings. Its area, 527,490 square miles, is greater than that of any province of Canada except Quebec.

The principal sources of the Mackenzie are the Peace and Athabasca Rivers. The Peace itself is formed by the junction of the Finlay and the Parsnip in the northern interior of British Columbia. The Athabasca debouches into Lake Athabasca and the river flowing from this lake, in reality a continuation of the Athabasca, is known as the Rocher. The Peace joins the Rocher a few miles below Athabasca Lake and the combined waters form the Slave River.

From Fort Smith the Slave flows into Great Slave Lake. This lake is a huge reservoir on the Mackenzie System, nearly 10,000 square miles in extent.

The Mackenzie River proper is that part of the whole waterway flowing from the outlet of Great Slave Lake to the Arctic coast, a distance of over 1,000 miles. It is a majestic river, having an average width of over a mile and a strong steady current. The length of the whole waterway, from the head of the Finlay to the mouth of the Mackenzie, is about 2,525 miles.

The principal features of the lower Mackenzie are the Sans Sault Rapids, the ramparts and the delta. The rapids occur between Norman and Good Hope and during high-water stages are not troublesome to navigation, but when the water is low they present considerable difficulties. The ramparts commence about nine miles above Good Hope and consist of vertical walls of limestone about 150 feet in height through which the river flows in a contracted channel for a distance of about seven miles. The delta of the Mackenzie and Peel Rivers is over 100 miles in length and 50 in breadth and consists of low alluvial flats through which these rivers have cut numerous channels and cross channels. The general level of the land is but a few feet above high-water mark.

The forests gradually disappear about halfway to the sea and thick growths of willows abound. Owing to ice and other local conditions the various channels are continually shifting and changing and great quantities of silt are being carried down and deposited at the several outlets.



*Chief Engineer John Sutherland
Over fifty years in service of H.B.C.*



S.S. "Northland Echo" at Canadian Airways Base, Fort McMurray

SCHEDULE OF SAILINGS, 1937

(Subject to change with or without notice)

Season opens May 13th and closes September 23rd

MAIN ROUTE, UPPER RIVER

(Weekly Train and Boat Service)

NORTHBOUND

Edmonton Lv. Tuesdays
Waterways Arr. Wednesdays
Waterways Lv. Thursdays
Chipewyan Lv. Saturdays
Fitzgerald Arr. Saturdays
Fort Smith Arr. Saturdays

SOUTHBOUND

Fort Smith Lv. Sundays
Fitzgerald Lv. Sundays
Chipewyan Lv. Mondays
Waterways Arr. Wednesdays
Waterways Lv. Fridays
Edmonton Arr. Saturdays

MAIN ROUTE, LOWER RIVER

NORTHBOUND—

	June	August
Edmonton.....Leave	8	3
Waterways....."	10	5
Fort Smith....."	13	8
Fort Resolution...."	14	9
Hay River....."	15	10
Fort Providence...."	16	11
Fort Simpson....."	17	12
Fort Wrigley....."	18	13
Fort Norman....."	21	16
Fort Good Hope...."	22	17
Arctic Red River...."	23	18
Fort McPherson...."	24	19
Aklavik....."	25	20
Kittigazuit.....Arrive	26	..

SOUTHBOUND—

Kittigazuit.....Leave	28	..
Aklavik....."	29	22
Arctic Red River...."	30	23
Fort Good Hope...."	July 1	25
Fort Norman....."	4	28
Fort Wrigley....."	5	29
Fort Simpson....."	6	30
Fort Providence...."	7	Sept. 1
Hay River....."	8	2
Fort Resolution...."	9	3
Fort Smith.....Arrive	11	5
Waterways....."	14	8
Edmonton....."	17	11

SUBSIDIARY ROUTES

LAKE ATHABASCA—	June	Aug.
Waterways.....Leave	10	and there- 19
Goldfields....."	12	after Weekly 21
Fond du Lac.....Leave	13	Service 22
Stoney Rapids.....Arrive	14	between 23
Stoney Rapids.....Leave	15	Waterways 24
Fond du Lac....."	16	and 25
Goldfields....."	17	Goldfields 26
Waterways.....Arrive	23	Sept. 1

For further information and freight rates apply

Manager
MACKENZIE RIVER TRANSPORT
Hudson's Bay House, Winnipeg, Man.

Agencies:

Waterways, Alta. Fort Fitzgerald, Alta.
Edmonton, Alta. Peace River, Alta.
Fort Smith, N.W.T.

Maps and Charts

The maps made from aerial and ground surveys are numerous and include a general map of Northwest Canada on a scale of 50 miles to an inch, and maps on scales of four and six miles to an inch covering the Mackenzie Valley, Great Bear Lake, Rae, and the Lockhart River basin. Copies of these may be obtained at a nominal price upon application to the Topographical and Air Survey Bureau, Department of Mines and Natural Resources.

Climate

The climate in the Mackenzie District is more moderate than its latitude would suggest, particularly in summer. The Mackenzie Valley proper appears to be favoured with an exceptionally agreeable climate, which is doubtless influenced by the presence of large bodies of water, the mantle of forest covering the land areas, and the general low altitude of the valley. The summers are remarkable for their long days of sunshine, a three months' period of daylight being experienced in all parts of the Mackenzie District (the twilight continuing throughout the short time the sun is below the horizon), and north of the Arctic Circle the midnight sun is a feature of note.

Edmonton

The site of the City of Edmonton was chosen many years ago when the Hudson's Bay Company ruled Western Canada and carried on its commerce. It was the Company's principal trading post of the territory now known as Alberta. Its history dating from the 18th Century is replete with the savage feuds of Indian tribes and the thrilling adventures of traders and explorers. Every spring the furs, the leather, and the pemmican gathered from a vast territory were sent down the Saskatchewan River from Edmonton in fleets of York boats and canoes to Hudson Bay and there exchanged for the goods needed in the fur trade.

Edmonton is not only the commercial and financial centre of Alberta, a territory rapidly increasing in population and wealth, but it is the natural gateway to a vaster region—yet to be developed—a region comprising nearly one-quarter the area of Canada, namely the upper valley of the Saskatchewan, and the great drainage basins of the Athabasca, Peace, and Mackenzie Rivers.

Owing to its strategic location as the centre of a vast rich agricultural region and the rapidly developing Northland, Edmonton has grown into an important wholesale and jobbing centre. Besides containing many independent local firms, it includes a large number of branches of the big manufacturers and distributors of Eastern Canada representing all branches of mercantile trading. For 267 years the Hudson's Bay Company, represented in Edmonton by its wholesale department and large retail store, has specialized in supplying the Northern trade.

Fort McMurray

For many years Fort McMurray has formed an important link in the transport system of the north. The town is situated on the Athabasca River at the mouth of the Clearwater, within three miles of Waterways, the present terminus of the Northern Alberta Railway. The settlement marks the foot of a 90-mile stretch of rapids on the former river, through which, 25 years ago, all supplies for the Mackenzie River District were transported in scows from Athabasca Landing.

Fort McMurray is also renowned for its natural wealth, being located well within the tar sand area and overlying vast salt beds.

It is the site of Canada's largest commercial air base, from which passengers, mail and all descriptions of supplies are flown to all parts of the north.

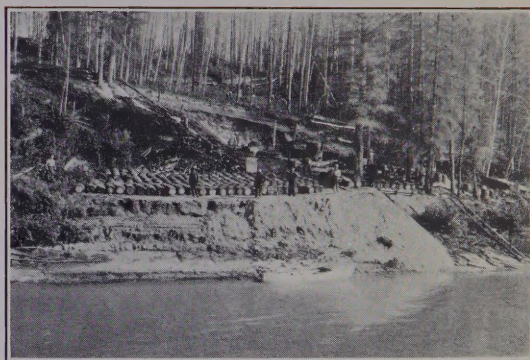
Supplies

Although the Hudson's Bay Company stores on the Athabasca and Mackenzie rivers were primarily established for the purpose of fur trading, the more recent opening up of the country has necessitated the Company's stores adapting themselves to the catering for and supplying of prospectors', miners' and tourists' requirements in the way of foodstuffs, etc. At all points such as McMurray, Chipewyan, Resolution, Rae, Simpson, Norman, Cameron Bay, Arctic Red River, McPherson or Aklavik, supplies are carried suitable for either prospectors, miners or tourists, and for special supplies or larger quantities the Company will quote prices for goods landed at any of these places.

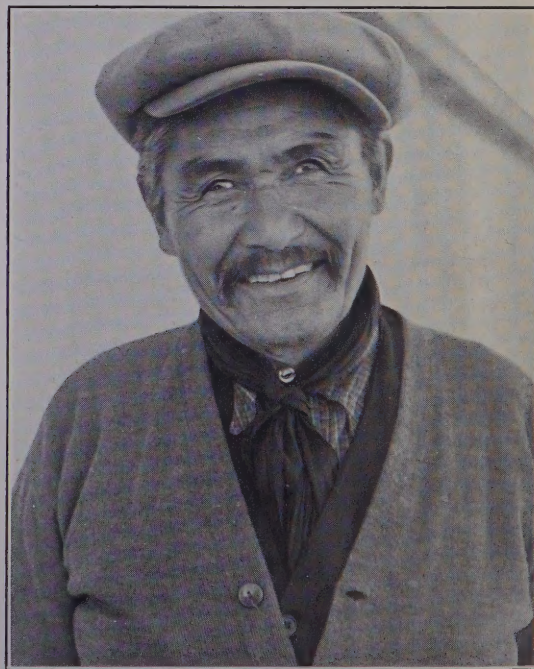
Mining

The occurrence of valuable mineral deposits in the Northwest Territories has been known for a great many years, but it is only in recent years, with the aeroplane transportation facilities, that discoveries of economic importance have been made. Some of the outstanding discoveries have been radium and silver ores in the Great Bear Lake area; copper ore in the Dismal Lake-Coppermine River area; lead-zinc ore on the south shore of Great Slave Lake; nickel ore at Rankin Inlet; gold on the north shore of Lake Athabasca, and recently gold on Gordon Lake, about 50 miles northeast of the mouth of Yellowknife River on Great Slave Lake.

The discovery of rich deposits of pitchblende (radium ore) and silver ores, made early in 1930 at Labine Point, on the east shore of Great Bear Lake, was followed by widespread staking and by prospecting, exploration and development work on a large scale and over a wide area. The original discovery was followed by other discoveries of silver, pitchblende, copper, and gold in the Great Bear Lake District, and the Camsell River area, about 45 miles southeast of Labine Point.



Products of International Bitumen Co., awaiting shipment



Pilot Johnny Berens

SCHEDULE OF SAILINGS

(Subject to change with or without notice.)

(CONTINUED)

SUBSIDIARY ROUTES

GREAT SLAVE LAKE—

	May	June	July	August
Fort Smith.....Leave	30	6	25	8 23
Fort Resolution....	31	7	26	9 24
Rocher River.....	"	7	26	9 24
Outpost Island.....	"	8	27	10 25
Snowdrift.....	"	"	"	11 ..
Reliance.....	"	"	"	12 ..
Yellow Knife.....	"	9	28	14 26
Fort Rae.....Arrive	"	10	29	15 27
Fort Rae.....Leave	"	10	29	15 27
Yellow Knife.....	"	11	30	16 28
Outpost Island.....	"	12	31	17 29
Rocher River.....	June	"	Aug.	18 29
Fort Resolution....	1	13	1	18 30
Fort Smith.....Arrive	3	14	2	19 31

LIARD-NELSON RIVERS—

	June			
Fort Simpson.....Leave	24	"	"	"
Fort Liard.....	27	"	"	"
Nelson Forks.....	28	"	"	"
Fort Nelson.....Arrive	30	"	"	"
Fort Nelson.....Leave	July 1	"	"	"
Nelson Forks.....	1	"	"	"
Fort Liard.....	2	"	"	"
Fort Simpson.....Arrive	3	"	"	"

GREAT BEAR RIVER AND LAKE—

Fort Norman.....Leave	Sailing dates dependent on weather and other conditions
Fort Franklin.....Leave	
Echo Bay.....Arrive	
Echo Bay.....Leave	
Fort Franklin.....Leave	
Fort Norman.....Arrive	

WESTERN ARCTIC—

Kittigazuit.....Leave	Connecting with Western
Tuktoyaktuk.....Arrive	Arctic Vessels for Herschel
Tuktoyaktuk.....Leave	Island, King William Land
Kittigazuit.....Arrive	and intermediate points.

PEACE RIVER—

Peace River Town—leave 5 p.m. Tuesdays for:—

Fort Vermilion Chutes.....	May 4
Hudson's Hope.....	" 11
Fort Vermilion.....	" 18
Fort Vermilion.....	June 1
Fort Vermilion Chutes.....	" 15
Fort Vermilion.....	" 29
Fort Vermilion.....	July 13
Fort Vermilion.....	" 27
Fort Vermilion Chutes.....	Aug. 10
Fort Vermilion.....	" 24
Fort Vermilion.....	Sept. 7
Hudson's Hope.....	" 14
Fort Vermilion Chutes.....	" 21
Fort Vermilion.....	" 28

Peace River Town—arrive 6 a.m. Mondays from:
 Fort Vermilion, leaving 10 a.m. Fridays.
 Hudson's Hope, leaving 1 p.m. Saturdays.

Exploration and prospecting were further extended and soon included the Hottah Lake and Beaver Lodge Lake districts, about 100 miles south of Great Bear Lake; the Yellowknife River area and Wilson Island in Great Slave Lake.

At the end of 1933, the total number of mineral claims in good standing was 3,914, of which over 2,300 claims were staked at Great Bear Lake. About 35 companies and syndicates were active in that field during 1934.

For many years, it has been known that the north shore of Lake Athabasca was a mineralized region which might eventually prove to contain precious metals in quantities rich enough to work.

Important discoveries in this area made in 1934 were soon followed by staking over a very wide area, and this has been followed, during 1935 and 1936, by exploration and development work on a large scale. Beaver Lodge Bay, the scene of the discovery and now known as Goldfields, is 112 miles east of Fort Chipewyan, which lies 187 miles north of Waterways and 500 miles north of Edmonton. Complete rail and water transportation, as well as airway connections, are available.

The most recent discovery is that made in the late summer of 1936, on an island in a lake known as Jolliffe or Gordon Lake and situated approximately 50 miles northeast of Yellowknife River on Great Slave Lake.

The South Nahanni River District has been the scene of some placer prospecting, resulting in the staking and recording of more than 200 placer claims. These stakings cover portions of twelve creeks, McLeod Creek being the centre of activities. Development work is being conducted on a number of claims, but sufficient work has not been done to admit of determining the importance of the field as a placer gold producer.

The Northwest Territories are administered by the Department of Mines and Resources, through the Lands, Parks and Forests Branch, and the recording offices for mineral claims staked in the Mackenzie District are located at Fort Smith and at Cameron Bay.

Copies of recent reports describing geological information and mineral occurrences may be obtained from Mines and Geology Branch, Department of Mines and Resources, Ottawa. The reports are illustrated with maps and diagrams and contain much information of value to prospectors.

Oil

During 1914 some petroleum and gasoline claims were staked at Windy Point on the north shore of Great Slave Lake and on the right bank of the Mackenzie River about 45 miles below Fort Norman. In 1919 the Imperial Oil Company sent two drilling crews to test for oil in claims held at Windy Point

and Fort Norman, and in the following year a gusher was struck by the crew operating below Fort Norman.

In 1922 Discovery Well was deepened to 951 feet when a flow of 60 to 70 barrels per day was recorded. After being shut down for ten years the well has been again brought into production. In 1925 Discovery Well No. 2 was drilled to completion, with a measured flow of slightly over 200 barrels a day. The combined flow of the two wells is far in excess of present requirements. The oil occurrences in the vicinity of Fort Norman and the future oil prospects both here and at other places in the Mackenzie River basin are described in "Oil and Gas in Western Canada," Economic Geology Series No. 5, 1928.

Bituminous Sands

The world's largest known deposits of bituminous or tar sands centre about McMurray, Alberta. Mr. S. C. Ells of

the Department of Mines and Resources, who has been the pioneer in the development of the bituminous sand, considers that the area visibly underlain by these deposits is not less than 1,500 square miles, the total area being probably much greater. His field investigations indicate that at least 750 million tons of bituminous sand can be mined by open-cut methods. On the basis of a content of bitumen of 12 per cent, this alone represents 90 million tons of bitumen, or 500 million barrels.

Field and laboratory investigations indicate that the associated bitumen can be mined, separated and distilled at a cost to meet competitive prices in available markets.

The International Bitumen Company Ltd. became interested in these deposits in the early part of 1922 and after making a long and exhaustive study of the formation, finally acquired over 10,000 acres of bituminous deposits at Bitumount, Alberta. In 1930 they had perfected a process for extracting and cleaning the bitumen, and the first shipment of pure bitumen was made to the outside world. Since then, extensive improvements have been made to the plant with a view to production in commercial quantities at an early date.

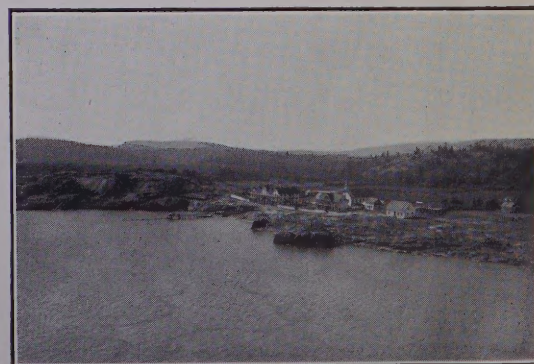
Beginning in June, 1930, a group now organized as Abasand Oils Ltd., has been doing intensive research on the separation and refining of the bitumen. The company has acquired a lease of 581 acres on the Horse River Reserve of the National Parks, and the right to select a group of leases aggregating 3,840 acres from lands now belonging to the province of Alberta. A 250-ton separation plant embodying the result of the company's research, including the use of the quiet-zone flotation cell evolved therein, was built on the Reserve during 1936 and it is proposed to add thereto a 200 barrel coking still topping plant refinery. When this plant is working other units are intended to bring the capacity of the separation plant to 3,000 tons per day, with probable extensions in the future.



S.S. "Athabasca River" at Wood Buffalo Park



Deck Quits on roof of Barge 300



Roman Catholic Mission, Fort Chipewyan, Alberta

PASSENGER FARES

No. of Nights	From Waterways or Fort McMurray To—	Single Fare Passage Only
1	Fort McKay	\$ 2.00
2	Fort Chipewyan	9.50
3	Fort Fitzgerald	15.00
3	Fort Smith	19.00
5	Fort Resolution	33.00
6	Hay River	38.00
7	Fort Providence	44.00
8	Fort Simpson	55.00
9	Fort Wrigley	66.00
10	Fort Norman	77.00
13	Fort Good Hope	89.00
14	Arctic Red River	104.00
15	Fort McPherson	108.00
16	Aklavik	114.00
18	Tuktoyaktuk	125.00
SUBSIDIARY ROUTES		
LAKE ATHABASCA—		
3	Goldfields	15.00
4	Fond du Lac	24.50
5	Stoney Rapids	29.50
GREAT SLAVE LAKE—		
5	Rocher River	33.00
6	Yellowknife Bay	43.00
7	Fort Rae	48.00
10	Snowdrift	53.00
11	Fort Reliance	58.00
LIARD RIVER—		
16	Fort Liard	80.00
19	Nelson Forks	90.00
21	Fort Nelson	105.00
GREAT BEAR LAKE—		
..	Fort Franklin	95.00
..	Echo Bay	115.00
From Peace River To—		
(Downstream)		
	Tar Island	1.00
	White Mud	2.00
	Cadotte River	2.50
	Battle River Landing	5.00
1	Carcajou Point	10.00
1	Keg River Landing	10.00
2	Moose Island	12.00
2	Fort Vermilion	14.00
2	Adam's Landing	16.00
2	Fort Vermilion Chutes	16.50
(Upstream)		
1	Dunvegan	4.00
2	Rolla Landing	8.00
3	Taylor	10.00
3	Fort St. John	10.00
3	Alexander's Landing	11.00
3	Cache Creek	11.50
3	Halfway	12.00
4	Ardill's Landing	12.50
4	Hudson's Hope	14.00

SPECIAL ROUND TRIP TICKETS

Including meals and berths on boats.

Between Waterways and:	Boat Only	North by Plane South by Boat	North by Boat South by Plane
Fort Smith	\$ 50.00	\$ 70.00	\$ 70.00
Fort Resolution	90.00	120.00	120.00
Fort Rae	140.00	180.00	180.00
Fort Norman	200.00	360.00	310.00
Aklavik	325.00	470.00	420.00

Combined boat and air trips to other points in the Mackenzie River Basin and Yukon can be arranged on application to Hudson's Bay Company or Canadian Airways Ltd., Magee & McRae Bldg. Edmonton, Alta.

Transport by Water

The Mackenzie River and its tributary waters are the main arteries of travel and commerce through the Mackenzie District. The vessels of the Hudson's Bay Company operating on these waters are able to meet the primary requirements of all parts of the interior with more than the ordinary degree of success accompanying pioneer stages of transportation.

The present route from Edmonton to the North follows first the Northern Alberta Railway to Waterways—it's northern terminus—located on the Clearwater River, three miles above Fort McMurray.

Between Waterways and Fort Fitzgerald the Hudson's Bay Company steamers maintain a weekly service throughout the season of navigation, by way of the Clearwater and Athabasca Rivers, Lake Athabasca and the Rocher and Slave Rivers. Boats also operate between Waterways and Fond du Lac.

Between Fort Fitzgerald and Fort Smith water transportation is interrupted by a series of rapids necessitating the portaging of passengers and freight across the 16 mile road connecting the two settlements. Motor cars, trucks and tractors being utilised for this purpose.

Steamboats and motor boats operate from Fort Smith over the unbroken chain of waterways, comprising the Lower Slave River, Great Slave Lake (to Rae and Reliance), the Mackenzie River (to Aklavik), the Liard River (to Fort Nelson), the Great Bear River and Lake to mining and trading companies located on the eastern shores, and the Peel River (to Fort McPherson).

A subsidiary route to the North is via the Northern Alberta Railways to Peace River, thence by boat upstream to Hudson's Hope and downstream to Vermilion Chutes.

The opening of navigation depends on the breaking up of the ice on the lakes. This is usually two or three weeks later than on the rivers. Lake Athabasca opens up about the middle of May, Great Slave Lake about the middle of June and Great Bear Lake about the middle of July.

Navigation closes with the "freeze-up," about the first part of October.

There are no railways and no highways in Mackenzie District. Summer travel, other than by water or air is almost unknown. Winter travel is by dog sleigh and air.

The Route

For a whole month the ship sails along the smooth waters of this mighty waterway, always within sight of the thickly wooded shores of a new and charming country.

Between the 29th May and 16th July, a period of continuous sunshine is enjoyed—radiant, health-giving sunshine. The days are warm but seldom oppressively hot.

Calls are made almost daily at one or another of the Hudson's Bay Company trading posts for the purpose of discharging supplies which will be bartered for the next year's fur-catch. Ample time is given passengers to explore the settlements and to make the acquaintance of traders and trappers, missionaries and Government officials, who comprise each little community.

The Service

The steamers are fitted with electric light, although artificial light is not required on the first through trip of the season, there being little or no darkness during the entire twenty-four hours.

The majority of cabins are two-berthed. All are outside cabins, and all have windows which may be left open day and night throughout the trip, with little fear of damage resulting from wind or rain. The spring berths are equipped with soft mattresses, comfortable feather pillows and gleaming white sheets, with HB Point blankets and spreads.

Capable and courteous stewards are ever ready to assist passengers in getting settled and accustomed to the routine of life aboard ship.

Bathrooms, with an unlimited supply of hot water, are conveniently located and kept spotlessly clean.

Meals served are in accordance with the Hudson's Bay Company customary high standards, and these compare favourably in quality, quantity and variety with the meals served at the table of a well-to-do family. An electric refrigerator on the S.S. "Distributor" ensures a larger supply of fresh food in the North than ever before. Spring chickens and fresh vegetables may now be enjoyed within the Arctic Circle.

The dining saloons are roomy and well ventilated. The tables are set with white linen, good china and silverware. Meals are served as follows: Breakfast, 8.00 a.m.; Luncheon, 12.00 noon; Dinner, 6.00 p.m.; Supper, 10.00 p.m.

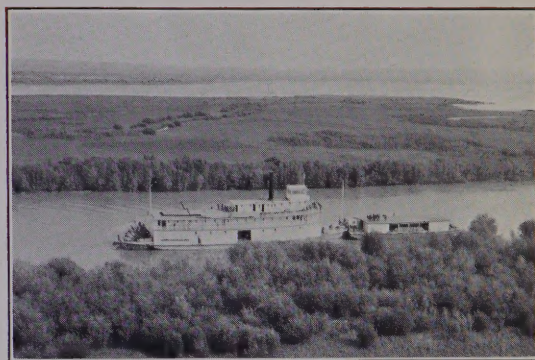
A comfortable lounge is provided and books may be borrowed from the library without charge. Soft drinks, cigars, cigarettes, tobacco and candy can be purchased on board.

The Company invites suggestions for the improvement of the service. Passengers are requested to make suggestions to the Captain, Purser or Chief Steward promptly, so that immediate attention may be given.

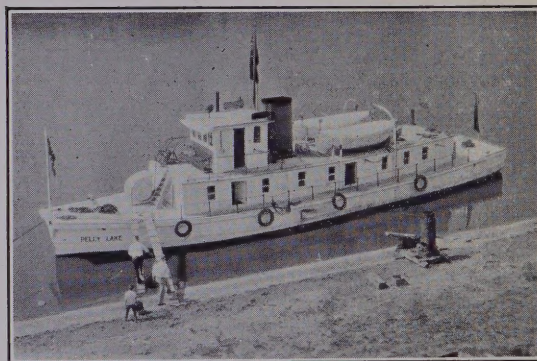
Transport By Air

Aerial transportation is a recent development of great economic importance to the Mackenzie District.

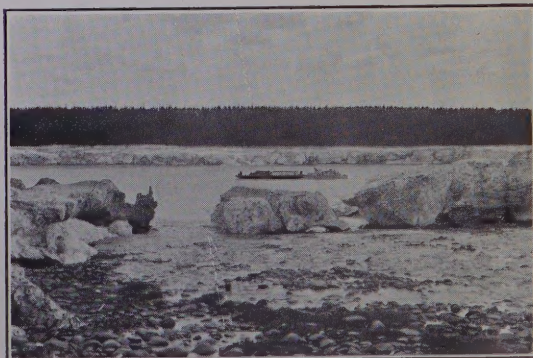
Natural landings grounds — rivers and lakes — exist everywhere and except for short periods in the autumn during "freeze-up" and in the spring during "break-up," aeroplanes can operate throughout the year. Owing to the great distances involved and the shortness of the seasons for travel by other means, the aeroplane offers a



S.S. "Athabasca River" entering Lake Athabasca



M.S. "Pelly Lake" powered with Diesel Engines



M.S. "Liard River" on Great Bear River

PASSENGER FARES (Continued)

1. **RATES** from points other than Waterways and Peace River and to points not referred to in schedules may be had on application.

Passengers are carried subject to the conditions endorsed on back of tickets.

The Company is not responsible for any loss occasioned by delays of any kind to their steamers, motor boats, etc., or for the maintenance of passengers during such delays.

2. **RESERVATIONS** should be made as far in advance as possible as otherwise the Company may be able to offer only "cots," for which minimum berth charge will apply.

It is understood that two persons will occupy each stateroom, viz., one in the upper berth and one in the lower berth.

To secure the **exclusive use of one whole stateroom** one adult and one-half transportation tickets and two adult meals and berth tickets are required to be purchased.

Stopover privileges at any port of call will be granted upon application to purser on all tickets (except excursion tickets). Similar accommodation on succeeding steamers is not guaranteed but may be secured at Company's offices or on board steamer if available.

3. MEALS—

Steamships	\$1.00 per meal
Motor Vessels	75c per meal

4. BERTHS—

Steamships

Upper, \$1.50 per night. Lower, \$2.00 per night.

Motor Vessels

Upper or Lower Berth, \$1.00 per night.

5. CHILDREN—Under 5 years—

Fare Free. Meals 50c each
Berth—Half price if occupying separate berth, otherwise free.

Over 5 and under 12 years

Fare Half. Meals 50c each
Berth Half rate.

6. BAGGAGE allowance—

By boat, 150 lbs. free on each full fare; 75 lbs. free on each half fare. By plane 30 lbs. free on each full fare.

Excess baggage will be carried at general merchandise rates, and subject to conditions on Company's Bill of Lading.

7. **Agents and Purser**—In the event of any disagreement with the Company's Agents or Purser, passengers should accept the Agent's or Purser's ruling, taking proper receipt for money paid and refer the matter to the Manager for adjustment as Agents or Purser have no discretionary power in such matters.

TOURS

Edmonton—Aklavik—Dawson—White Horse—Skagway—Vancouver, or vice versa

Arrangements have been made with Canadian Airways Ltd. whereby aeroplanes can be made available at Aklavik on arrival of S.S. "Distributor" about end of June and end of August, to carry passengers to and from Dawson and Aklavik by air.

This arrangement now makes it possible for passengers to proceed to Aklavik by boat, thence by plane to Dawson, thence by boat (or air) via Yukon River, White Horse and Skagway to Vancouver, or alternatively in the opposite direction.

Reservations should be applied for as far in advance of sailing date as possible and not later than 1st June and 1st August respectively.

FARES— (Including berth and meals on boat)

Waterways by boat to Aklavik, thence by air to Dawson, or vice versa per 2 persons \$875.00. 100 lbs. baggage carried free.

Fare from Dawson to Vancouver by boat or air will be quoted on request.

service eminently suitable for the carriage of mails, express and passengers to the Northern districts. As an aid to exploratory work and prospecting, the aeroplane is invaluable, in fact, it was the use of aircraft that made possible the accelerated development of the Great Bear, Slave Lake and other mining fields.

Canadian Airways carry the mail under contract with the Dominion Government. The pilots and air engineers are pioneers in the territory and have had years of experience in northern flying. Cabin planes are used, and during the winter season these are comfortably heated. All planes are radio equipped.

Radio stations provide information regarding weather conditions and communication with planes.

Canadian Airways is the largest company in the Dominion of Canada engaged in aerial transportation, survey and photography. During the year 1935 Canadian Airways' pilots flew 1,674,018 miles without accident to a single passenger of whom nearly 16,000 were carried.

Mail Service

Mail is conveyed weekly from Edmonton to Waterways, at end of steel, thence to nearby Fort McMurray, and north from there by Canadian Airways throughout the year.

Today the air mail provides six trips annually to Aklavik, twelve trips to Fort Norman, a weekly service to Resolution and two trips to Coppermine from Cameron Bay and four trips to Fond du Lac from Fort Chipewyan. Monthly to Goldfields, Sask.

Air mail service to Goldfields, Sask. and Cameron Bay and Rae, N.W.T. is monthly, but mail will be carried on majority of trips performed by Canadian Airways. There is also a supplementary weekly service from Prince Albert, Sask. to Goldfields.

Wireless

Passengers on the Hudson's Bay Company's Steamers on the Athabasca, Slave and Mackenzie Rivers may keep in touch by wireless, with friends and business associates throughout the world.

The Government of Canada Radio System, operated by the Department of National Defence, has wireless stations located at the following points:

Fort McMurray, Alta.	Fort Simpson, N.W.T.
Fort Chipewyan, Alta.	Fort Norman, N.W.T.
Goldfields, Sask.	Aklavik, N.W.T.
Fort Smith, N.W.T.	Outpost Island, N.W.T.
Fort Resolution, N.W.T.	Fort Rae, N.W.T.

Full information regarding message rates and classes of service, between the above points and Edmonton, Alta., may be obtained from the operators in charge at the various stations.

Medical and Educational Services

Medical officers are stationed at Fort McMurray, Fort Chipewyan, Fort Smith, Fort Resolution, Fort Simpson, Fort Good Hope, and Aklavik, and make extensive patrols from time to time in their respective districts.

Hospitals are maintained at the principal centres by the Roman Catholic and Anglican Churches.

There is no public school system in the Territories, but the Roman Catholic and Anglican Churches, assisted by grants from the Federal Government, maintain day and boarding schools for native and white children.

Roman Catholic Mission

The first mission of the Catholic Church in the North was established at Fort Chipewyan in 1847, by Father Tache, who died archbishop of St. Boniface.

The oldest existing church was built with logs at Good Hope in 1865 and was beautifully decorated by Father Petitot in 1867, fish oil being used for mixing the paint, which is wonderfully preserved.

Since 1901, when the actual Vicariate of Mackenzie was established, the missionary activities of the Roman Catholic Church have been conducted under the management of His Excellency Bishop G. Breynat, O.M.I., his field extending from about twenty miles north of Lac La Biche to the Arctic coast and islands.

The staff is composed of His Excellency Bishop P. Fallaize, O.M.I., Coadjutor; 35 Priests Oblates; 40 Lay Brothers; 63 Grey Nuns of Montreal.

In the district there are 17 missions with resident priests, including the two missions established at Letty Harbour and Coppermine, ministering to the Eskimos.

Boarding and day schools are maintained at Fort Chipewyan, Fort Resolution, Fort Providence, Aklavik and other points.

Hospitals are established at Fort Smith, Fort Simpson and Aklavik, the latter being fully equipped with X Ray and Violet Ray apparatus.

Five large farms provide vegetables and meat for the schools and hospitals.

Most of the lumber and shingles for construction and repair of Mission buildings is produced by the privately-owned sawmill situated at the mouth of the Slave River.

Anglican Missions

The work of the Church of England in Canada in the Mackenzie River basin and along the western Arctic coast was the logical development of the work begun in 1823 by the Rev. John West in Hudson Bay. This missionary had been sent out from the Church in the Motherland as Chaplain on board the Hudson's Bay ship in 1820. Three years later, when visiting York Factory he met the great English explorer Sir John Franklin and, hearing from him of the needs of the wild Nomadic tribes of

LIBRARY BOREAL INSTITUTE



S.S. "Distributor" leaving Fort Norman



M.S. "Hearne Lake" in the ice on Great Slave Lake



S.S. "Distributor" at Fort Norman Oil Wells

**REDUCED
FREIGHT RATES 1937
PER 100 POUNDS
GENERAL MERCHANDISE**

Mileage	From Waterways or Fort McMurray to—	Rate
35	Fort McKay	\$.25
187	Fort Chipewyan	.75
287	Fort Fitzgerald	1.00
303	Fort Smith Town	1.75
303	Fort Smith Dock	2.00
507	Fort Resolution	3.50
582	Hay River	4.00
660	Fort Providence	4.75
816	Fort Simpson	5.50
968	Fort Wrigley	6.00
1120	Fort Norman	6.50
1293	Fort Good Hope	7.50
1507	Arctic Red River	7.00
1561	Fort McPherson	6.50
1661	Aklavik	6.00
SUBSIDIARY ROUTES		
LAKE ATHABASCA—		
287	Goldfields	1.00
362	Fond du Lac	2.00
412	Stoney Rapids	2.50
GREAT SLAVE LAKE—		
557	Rocher River	3.75
607	Yellowknife Bay	4.00
687	Fort Rae	4.00
697	Snowdrift	5.50
777	Fort Reliance	6.50
LIARD RIVER—		
1016	Fort Liard	9.00
1090	Nelson Forks	10.50
1216	Fort Nelson	10.50
GREAT BEAR LAKE—		
1200	Fort Franklin	7.50
1420	Echo Bay or Camell River	8.50
From Peace River to—		
(Downstream)		
25	Tar Island	.30
35	White Mud	.50
50	Cadotte River	.50
75	Battle River Landing	.50
190	Carcajou Point	.60
190	Keg River Landing	.60
235	Moose Island	1.00
280	Fort Vermilion	1.00
320	Adam's Landing	1.25
330	Fort Vermilion Chutes	1.25
(Upstream)		
70	Dunvegan	.50
160	Rolla Landing	.50
190	Taylor	.50
200	Fort St. John	.50
210	Alexander's Landing	1.00
215	Cache Creek	1.10
225	Halfway	1.15
230	Ardill's Landing	1.20
245	Hudson's Hope	1.25

**COMBINED AIR AND WATER RATES
ON EXPRESS SHIPMENTS**

By arrangement with Canadian Airways, Limited

From Waterways to Echo Bay	Per Pound
Boat to Fort Smith, thence by air	\$.52
Boat to Fort Resolution, thence by air	.43½
Boat to Fort Rae, thence by air	.31

Combined rates to other points and special rates on large shipments and on southbound freight will be quoted on request.

Eskimo on the coast, travelled with some Hudson's Bay Company's officers to Churchill, and there preached the Christian evangel with the assistance of the Hudson's Bay Company's interpreter. The work was begun in the Mackenzie River area in the year 1861 with the Rt. Rev. William Carpenter Bompas, M.A., D.D., Bishop of Athabasca, then later Bishop of Mackenzie River, and finally Bishop of Yukon.

On foot, by dog sled and canoe, from his headquarters at Fort Simpson, Bishop Bompas made many journeys through his vast territory and was the first Anglican Missionary to make an effort to Christianize the Eskimo living on the Arctic Coast near the mouth of the Mackenzie River.

At Fort McPherson the late Archdeacon Robert McDonald devoted a whole life of Christian service to missionary work amongst the Takudh or Loucheux Indians, perhaps the finest tribe of our Northern Indians, and in his lifetime translated for them into their own language the whole of the Bible, the whole of the Prayer Book and many Hymns.

In 1933 a re-division of the northern areas of Canada stretching from the Yukon-Alaskan boundary to the Ungava-Labrador boundary took place. The Diocese of Mackenzie River was done away with, and the southern portion became part of the Diocese of Athabasca and the northern portions of the Dioceses of Yukon, Mackenzie River, Keewatin and Moosenee were incorporated into one great Diocese known as the Diocese of the Arctic, with the Right Reverend A. L. Fleming, D.D., as the first Bishop of the Arctic.

While the Church of England in Canada is now nominally responsible for the financing of the work in this area, much of the support still comes from the Mother country.

Missions of the Anglican Church are located at Chipewyan, Fort Smith, Hay River, Fort Simpson, Fort Norman, Fort McPherson, Aklavik, Herschel Island, Coppermine and Cambridge Bay. Boarding schools are established at Hay River for Indian children, and at Aklavik for Indian and Eskimo children, whilst a fully-equipped hospital, including X-ray and electric light, is maintained at Aklavik.

**Indian
Agencies**

The Department of Indian Affairs maintains five Agencies in the district, with headquarters at Driftpile and Fort Chipewyan in Alberta, Fort Resolution, Fort Simpson and Fort Good Hope in the Northwest Territories. The four last-mentioned Agencies are in charge of resident Agents who are also medical officers.

The Indians of the district are of the Athapascan linguistic group and the following tribes are represented: Chipewyans, Yellowknives, Slaves, Dog Ribs, Hares

and Loucheux. Theoretically they speak the same mother tongue but in the course of time several dialects have developed and become distinctly differentiated. Indeed it is only with difficulty that the tribes converse with each other.

Each year a ceremonial visit is made to Indian reservations by the Indian Agent, when treaty payments are made, rations issued, medical matters attended to and general business transacted.

Royal Canadian Mounted Police The Royal Canadian Mounted Police have detachments throughout the North West Territories and insofar as the Mackenzie River area is concerned, have members of the force stationed at Fort Smith, Resolution, Reliance, Rae, Providence, Simpson, Norman, Good Hope, Arctic Red River and Aklavik, with a Commissioned Officer at Fort Smith and another at Aklavik.

The members of the Force concerned are not only responsible for the maintenance of law and order in their respective areas, but perform many administrative duties for various Departments of the Federal Government; for example, they issue game licenses, wolf bounty, collect income tax and similar matters, and in some cases act as Coroners, Justices of the Peace, etc.

The Officer Commanding the whole area is stationed at Ottawa, and is known as the Officer Commanding "G" Division, R.C.M. Police.

The Commissioner of the Force, General Sir James H. MacBrien, is a member of the North West Territories Council.

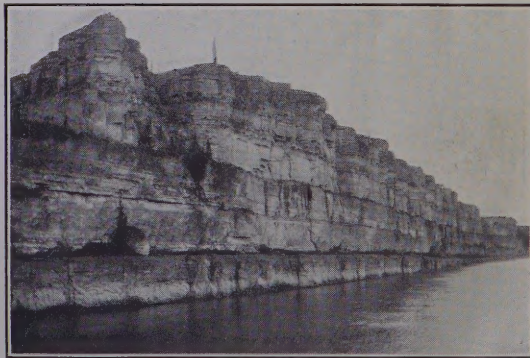
Eskimos Of all Canadian Eskimos, those found in the Mackenzie Delta and west and east respectively as far as the Yukon-Alaska boundary and Cape Parry or Pearce Point are the most advanced in civilization. They are known as the Mackenzie Eskimos, while those along the eastern part of the coast of Mackenzie District and on the islands of the Western Arctic have been classified as Copper Eskimos.

The Eskimos have always been maritime people, depending for most of their food on the sea mammals. In summer they live in tents like the Indians, but in winter most of them build huts of snow. In the Mackenzie Delta, where driftwood is plentiful, they build substantial houses of wood—better dwellings than any of the northern Indians.

Unlike the Indians, who are inclined to be silent and inscrutable, the Eskimos, or "Huskies" as they are called locally, are open and friendly. They are a jolly, happy people whom it is a pleasure to meet.



Anglican Mission School Children disembarking at Aklavik



Ramparts above Fort Good Hope

FREIGHT RATES (Continued)

1. Rates on large shipments and from points other than Waterways and Peace River and to points not referred to in schedule, and on furs, lumber, ore, coal, live stock, heavy and bulky articles, boats, canoes and other classes of freight, may be had on application.
2. Minimum charge on any one shipment between points—

(i) Not exceeding 330 miles.....	\$.50
(ii) Exceeding 330 miles.....	1.00

 Minimum rate between points except as provided for in Schedules..... .50
3. The rates quoted are for delivery at recognized landing places and at end of gang plank only; they do not include cartage charges, if any, at point of shipment, or point of discharge.
4. Unless special arrangements are made, the Company will not accept at Waterways any freight or express consignments, on which railway, express and other charges have not been prepaid.
5. All freight carried is subject to conditions on Company's Bill of Lading. If freight and/or charges be not prepaid, the same shall be paid before delivery.
6. All rates are exclusive of marine and other risks. Insurance on freight however can be arranged through transport office at Waterways at low rates.
7. The warehouses at Waterways and Peace River will be open to receive freight on April 14th. Early application should be made for space on first sailings of all vessels and for all sailings in September, otherwise only freight which can be carried will be accepted for shipment.
8. Freight shipments to connect with trips as advertised in Schedule of Sailings must reach Waterways as follows:

Upper River—One week prior to date of sailing from Waterways.

Lower River—Three weeks prior to date of sailing from Fort Smith.
9. Freight will be stored free of charge whilst awaiting shipment, but at owner's risk of fire, flood and frost.
10. **Explosives and Cattle.**—Special trips will be arranged to leave Waterways for various mining fields, on dates which can be ascertained on application to the Manager. Explosives and Cattle cannot be carried on any other trips without special arrangements being made.

PACKING AND MARKING

It pays to have goods strongly and suitably packed for shipment to points in the north. The Company does not accept liability for damage to goods insufficiently protected, e.g., pickles and syrup in jars, in cases, unprotected by packing; pickles, sauces, jams, etc., in cartons; eggs, fresh fruit, vegetables and meats in cases or crates of less than $\frac{1}{2}$ " thickness; cement in paper bags or single sacks; flour in single sacks; distilled water and acids in ordinary bottles; sprung or leaking kegs and barrels of salt meats, butter, cider, etc.

Goods received in unsuitable or damaged packages will be repacked by the Company at owner's expense or else carried at "owner's risk." Bills of Lading being endorsed accordingly.

CASED GOODS

Articles that are easily broken should be protected by packing material within the container to prevent breakages.

All containers should be strongly made from material of sufficient strength to protect the articles against ordinary risks of transportation, and the many handlings to which they are subjected. All cases should be wire strapped. Cartons should be repacked in wooden cases.

Paint in cans to be packed in cases so that they will lay flat with lids up. They should not be packed for stowage on end.

Storage Batteries and acids in carboys or bottles should be packed in strong cases with projecting handles and peaked lids. Containers to be clearly marked with nature of contents.

CRATED ARTICLES

Crates should be made of wood, protecting contents on sides, ends, top and bottom, and no part of the contents should protrude. Crates should hold contents securely in place and be so constructed that the freight may be handled within the crate. Surfaces liable to damage must be fully protected. Pieces forming the crates should be of sound material, free from defects that materially lessen their strength. Crates of unusual size or carrying unusual weight, should be strapped and reinforced by cleats placed diagonally. Crates in circular form should be reinforced at ends by metal or wooden hoops securely fastened to the package.

UNCASED AND UNCRATED ARTICLES

Skids should be fastened securely to all heavy pieces, which it is not feasible to case or crate. All projections should be removed where possible and packed separately.

Lumber, bar iron, piping, fish-plates and similar articles, not suitable for crating, should be securely fastened in bundles, with wire, weight of each bundle not to exceed 150 lbs.

Shafting should be fastened to boards of sufficient strength to prevent bending.

The material used in sacking and baling should be of a quality to withstand many handlings.

PACKING AND MARKING

(CONTINUED)

Rubberoid and other rolls of roofing should be baled in burlap, two in each bale.

Cement should be packed in barrels lined with moisture-proof material.

MARKING OF CASES, ETC.

All cases, crates and other containers, also unprotected pieces must be clearly marked in paint with consignee's name, number of the piece and gross weight.

Linen tags should be used on pieces it is not possible to otherwise mark, two tags to each piece or bundle, securely fastened on.

Numbering: Each piece or package in a shipment should bear a serial number for identification purposes. The purchaser should allot a different series of numbers to each supplier, to enable each piece to be numbered consecutively without repetition of numbers. Numbers should be placed in the top left-hand corner on the face of the piece bearing the address.

Weights: Gross weight only of each package to be stencilled on the address side thereof in the top right-hand corner. These weights should be accurately shown, so as to avoid later adjustment and consequent delay to shipment.

All superfluous and old marks, numbers and labels should be obliterated from packages.

SHIPPING

As the vessel sails shortly after the arrival of the train, no undertaking can be given to accept for shipment, the same day, consignments other than express. Every endeavour however, will be made to accommodate freight shipments of perishables and others of an urgent nature.

To save expense, and handling and to ensure speedy delivery of freight, all consignments should be billed c/o **H.B.C.**, Waterways or Peace River, respectively.

Care should be taken that Railway Bills of Lading for all shipments, whether in C.L. or L.C.L. lots, reach our Agent at railhead on the same day as the shipments.

Suppliers desiring to prepay freight charges to final destination should make notation to this effect on Railway Bill of Lading. If no instructions are received our charges will be collected from consignee before delivery is made. Accounts payable by shippers are net seven days.

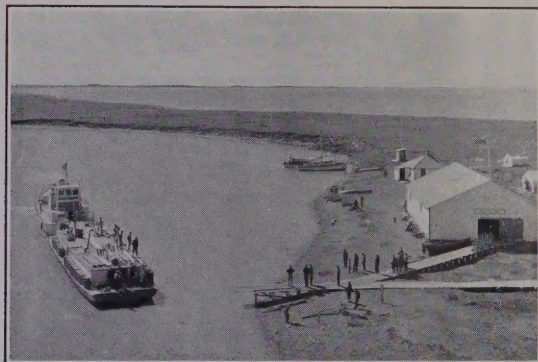
No shipments of flour intended for points north of Resolution should reach Waterways prior to May 24th.

For further information apply:

Manager
MACKENZIE RIVER TRANSPORT
Hudson's Bay House, Winnipeg, Man.

Agencies:

Waterways, Alta. Fort Fitzgerald, Alta.
Edmonton, Alta. Peace River, Alta.
Fort Smith, N.W.T.



M.S. "Dease Lake" at H.B.C. Post, Tuktoyaktuk



Eskimo family at Aklavik



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